



DEPARTMENT OF THE NAVY  
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Canc frp: Jun 01

COMNAVAIRPACNOTE 13700  
N421G

**JUN 12 2000**

COMNAVAIRPAC NOTICE 13700

Subj: AIRCRAFT ENGINE ALLOWANCES, ESTIMATED IMA MONTHLY CAPACITY AND ISSUANCE POLICY

Ref: (a) NAVAIRNOTE 4700

Encl: (1) COMNAVAIRPAC Intermediate Maintenance Activity Engine/Module Allowances and Estimated Capacity  
(2) COMNAVAIRPAC Ready For Issue Spare Engine/Module Pool Sites and Allowances  
(3) Ready For Issue (RFI) Engine/Module Spares for Deploying Ships with COMNAVAIRPAC Aircraft Assigned  
(4) COMNAVAIRPAC Priority List for Issuing Aircraft Engines to Fleet Activities

1. Purpose. To establish the following:

a. Engine and engine module allowances and estimated monthly capacities for Commander, Naval Air Force, U.S. Pacific Fleet (COMNAVAIRPAC) designated Intermediate Maintenance Activities (IMAs), as identified in reference (a).

b. Ready For Issue (RFI) engine and module storage sites (both ashore and aboard ships) along with their authorized allowances.

c. Policy for prioritizing issues of RFI engines for COMNAVAIRPAC controlled engine assets.

2. Background. Aircraft engines and their modules are not stocked items, that is, they are not assigned National Stock Numbers (NSN's) and do not come under normal supply system procedures. Therefore, the logistics management of engine assets requires that special procedures be adhered to. All aircraft engines and modules are assigned to, and controlled by, a designated Type Commander (TYCOM). The COMNAVAIRPAC Power Plants Class Desk (Code N421G) is responsible for managing Pacific Fleet aircraft engines and engine module assets, and for the process used to respond to fleet engine requirements. All off-ship and off-station engine/engine module issues shall be accomplished through TYCOM direction by way of an engine or module Naval message, which is provided from COMNAVAIRPAC (N421G). Exceptions to this are issues within the Commander Seventh Fleet (C7FLT) and Commander Fifth Fleet (C5FLT) areas of responsibilities (AOR's) where such direction will be provided by Commander, Fleet Air Western Pacific (COMFAIRWESTPAC N421G) acting for COMNAVAIRPAC.

3. Discussion. The following preparatory actions are necessary to fulfill COMNAVAIRPAC's engine management responsibilities.

a. Prepositioning of spare RFI engines/modules aboard ships and at OUTCONUS shore sites to sustain deploying aircraft.

b. The placement of engines and modules at air stations or facilities in order to accommodate IMA repair pipelines and to allow for the support of deployed and locally based aircraft.

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Note: IMAs consist of Aircraft Intermediate Maintenance Departments (AIMDs) for Navy activities and Marine Aviation Logistics Squadrons (MALS) for USMC activities. When available spare RFI engines are insufficient to meet fleet engine replacement requirements, RFI engines are issued based on prioritization of need in order to ensure deployed and special interest aircraft are adequately supported (enclosure (4)).

4. To implement these actions, the following estimated IMA production capacities, allowances, and policies are established:

a. "Estimated IMA Monthly Capacity" identifies monthly quantities of repaired engines and modules necessary to preclude fleet aircraft bare firewalls (BEWs) and to ensure adequate spare engines are available. Engine and engine module allowances are established for stations/IMAs, ships and OUTCONUS pool sites. These allowances authorize placement of RFI engines to fill aircraft engine requirements and non-RFI (NRFI) engine assets in support of engine repair pipelines. The allowances and estimated capacities are determined from: projected engine removals, number and locations of aircraft supported, engine repair turnaround times, and the historical engine repair/production quantities. The IMA capacity estimates may not always be achievable, dependent on available engine assets (retrograde), Aircraft Fleet Maintenance (AFM)/Aviation Depot Level Repairable (AVDLR) funding, IMA billets and manning, and availability of replacement parts and components to effect engine repairs. Likewise, the allowances may not always be sustainable at all locations, contingent upon availability of engine assets and higher priority needs.

(1) COMNAVAIRPAC IMA Engine/Module Allowances and Estimated Capacity, enclosure (1), specifies the total IMA authorized engine allowances (RFI plus NRFI assets), total RFI assets, and estimated IMA monthly capacity

(2) The "Total Engine Assembly Allowance" reflects the number of complete engine assemblies and modules authorized. Actual quantities of NRFI/RFI engines and modules at sites may exceed specified allowances as defined in this instruction due to reduced requirements to move engines and modules to depots for repairs (i.e., NRFI assets already at depot sites exceed planned/funded depot induction's). IMAs with extra engines and modules on site may be able to increase production and reduce repair costs through cannibalizations and selection from a larger population of the least expensive repair candidate.

b. Enclosure (2) defines the COMNAVAIRPAC RFI Spare Engine/Module Pool Sites and Allowances, consisting of spare RFI engine quantities established for oversea shore locations in support of deployed ships, squadrons, and detachments. Additional pool allowance sites may be established to accommodate changes in deployment locations and/or the unscheduled deployment of aircraft. Actual spare engines positioned at sites may differ from this instructions, in order to accommodate changes in number of aircraft supported and the corresponding engine series required.

c. Enclosure (3) RFI Engine/Module Spares for Deploying Ships with COMNAVAIRPAC Aircraft Assigned reflects a standardized RFI spare engine and module allowances established for deploying ships with COMNAVAIRPAC aircraft on board. Actual allowances for specific ships are adjusted, based on the engine series required and number of aircraft assigned.

d. Enclosure (4) specifies the basis for assigning spare engines whenever demand exceeds supply. This policy for prioritizing the issuance of aircraft engines to activities is required to ensure that deployed and special interest activities have the engine resources necessary to fulfill their missions. COMNAVAIRPAC and COMFAIRWESTPAC direct all movements of engines repaired by

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IMAs off station to fill engine requirements and to maintain required spares aboard ships and at OUTCONUS pool sites. It is prudent for IMAs to consult the appropriate Type Wing for guidance for local issue purposes and whenever local engine requirements exceed available supply. Type Wing input will help ensure squadron training schedules are considered and the most beneficial utilization of RFI engine assets is obtained among equal Force Activity Designator (FAD) level requisitions. However, COMNAVAIRPAC Code N421G concurrence must be obtained if non-type Wing aircraft requisitions are involved, and engine issue is not provided in sequential order (not issued in order of oldest date of requisition for FAD's with same priority).

## 5. Action

a. ENGINE CONTROLLING CUSTODIAN. COMNAVAIRPAC is the Aircraft Engine and Engine Module Controlling Custodian for the Pacific Fleet Naval Air Force and shall perform the following necessary actions:

(1) Direct engines and modules (RFI and NRFI) to and from air facilities, stations, IMAs, ships and pool sites to establish and/or maintain pool allowances as specified in enclosures (1), (2) and (3). COMFAIRWESTPAC shall perform this function as COMNAVAIRPAC's agent for activities within the COMFIFTHFLT and COMSEVENTHFLT AOR's. When availability of engines and modules preclude compliance with set allowances, engine assets will be directed to best accommodate overall engine needs of the Fleet and ensure that the highest priority missions are supported in the best manner possible relative to available resources, as delineated in enclosure (4).

(2) Establish aircraft engine and engine module pools on board selected shore sites and all air capable ships as addressed in enclosures (2) and (3). Such allowances are for normal engine support requirements. Changes from normal deployment locations, number of aircraft being supported, and/or engines series required will require adjustments from allowances and/or pool locations from those specified in this instruction. COMNAVAIRPAC will direct and/or authorize changes in allowances and pool site locations as required to ensure deployed and special interest aircraft are sufficiently supported.

(3) Ensure that engine and module release orders are provided for all off-ship and off-station engine and module issuances and movements. These orders will be provided by Naval message from COMNAVAIRPAC (or COMFAIRWESTPAC as applicable) Code N421G and are essential for tracking engine and module shipments. This will also minimize frustrated, misdirected, or lost engine assets.

b. FLEET IMAS. Monthly IMA capacity estimates have been established as an initiative to reduce the number of aircraft bare firewalls (BFWs) and their resulting impact on aircraft material readiness. These estimates consider minimum production criteria as presented in reference (b), Volume I, paragraph 10.2.9, and the community's historical engine removal statistics. In order for these estimates to remain realistic and viable, Fleet IMA's shall take the following actions:

(1) Review enclosure (1) monthly IMA capacity estimates and, if required, institute action(s) for attaining the estimated throughput. Assistance in alleviating systematic deficiencies that inhibit the ability to meet such estimated throughput should be requested from COMNAVAIRPAC, code N413 (parts/supply), N421G (engine/module management) and N422C (AFM funding/tooling/Naval Aviation Maintenance Program policy/billets).

(2) Submit requests for changes to engine/engine module allowances and estimated IMA monthly capacity by Naval message citing the desired increase or decrease in allowances or production quantities, along with supporting justification to COMNAVAIRPAC (N421G).

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c. COMFAIRWESTPAC. As the in-theater logistic manager for COMNAVAIRPAC engine assets within the COMFIFTHFLT and COMSEVENTHFLT AOR's, COMFAIRWESTPAC is authorized to move engine assets in support of aircraft engine requirements afloat and ashore. COMFAIRWESTPAC is authorized to deviate from specifics of this instruction as required to support emergent engine requirements of units within their AOR, advising CNAP of any major deviations. COMFAIRWESTPAC shall keep COMNAVAIRPAC (N421G) informed of the current status of allowances and pools, report emergent engine/module requirements, and identify any changes necessary in engine pool locations and/or quantities. Movements of NRFI engines/modules to outside of COMFAIRWESTPAC's area of responsibility shall be coordinated with COMNAVAIRPAC (N421G) to ensure replacement assets are considered and the best repair site is selected.

6. Cancellation Contingency. This notice is cancelled upon receipt of a revised notice.



D. K. BULLARD  
Chief of Staff

Distribution:

SNDL Parts 1 and 2 (PACFLT only, unless otherwise indicated)

29B2	Aircraft Carrier
29E2	Destroyer 963 Class
29F2	Guided Missile Destroyer
29K2	Frigate 1052/1077
29L2	Frigate 1078/1097
29AA2	Guided Missile Frigate
31	Amphibious Warfare Ship (less 31I, 31M, 31N)
32H2	Fast Combat Support Ship (ADE)
42A2	Fleet Air Command
42B2	Functional Wing Commander
42E2	Type Wing Commander
46B	Marine Aircraft Wing
46C1	Marine Aircraft Group
46C3	Air Control Group
46D2	Marine Attack Squadron
46D3	Fighter Attack Squadron
46E	Observation Squadron
46F	Marine Wing Communications Squadron
46G	Wing Headquarters Squadron
46H	Transportation Squadron
46J	Air Control Squadron
46K	Air Support Squadron
46M1	Headquarters and Headquarters Squadron
46M2	Marine Aviation Logistics Squadron
46N	Tactical Reconnaissance Squadron
46P	Helicopter Squadron
46P2	Helicopter Training Squadron
46Q	Wing Support Group
46R	Marine Wing Support Squadron
46S1	Air Traffic Control Squadron
46S2	Air Traffic Control Squadron Detachment
46T3	Attack Training Squadron and Fighter Attack Training Squadron
46T4	Marine Fighter Training Squadron
46U	Aviation Weapons and Tactics Squadron
46V	Tactical Electronic Warfare Squadron
46W	Marine Wing Weapons Unit
46X	Air Weapons Training Unit
46Z	Aerial Reveler Transport Training Squadron
FB6	Air Facility Pacific
FB7	Air Station
FKQ64	Weapons Center
FT79	Flight Demonstration Squadron

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V3 Marine Corps Air Bases Commanders (less MCAB Eastern Area)  
V4 Marine Corps Air Facility (less MCAF Quantico, VA)  
V5 Marine Corps Air Station (less MCAS Beaufort, Cherry Pt, New  
River)  
V26 Marine Aviation Detachment

## Copy to:

21A2 CINCPACFLT  
22A2 Fleet Commander  
24A1 COMNAVAIRLANT  
24D2 Surface Force Commander  
24H2 Fleet Training Command  
24J2 Fleet Marine Force Commands  
28A2 Carrier Group Pacific  
42RR COMNAVAIRESFOR  
45V Expeditionary Brigade and Unit  
FT12 Air Maintenance Training Group  
FKA1A Air Systems Command  
FT2 Chief of Naval Air Training  
FB21 Amphibious Base Pacific (N83)  
FKR7B Aviation Engineering Service Unit  
FKR1B Aviation Depot  
FB48 Support Facility Pacific  
FKM9 Fleet Industrial Supply Center  
FKM14 Naval Inventory Control Point  
FB29 Supply Depot Pacific

## Stocked:

COMNAVAIRPAC (N004)

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COMNAVAIRPAC INTERMEDIATE MAINTENANCE ACTIVITY  
ENGINE/MODULE ALLOWANCES AND ESTIMATED CAPACITY

STATION/IMA ENGINE/MODULE <u>TYPE/MODEL/SERIES</u>	TOTAL (RFI + NRFI) ENGINE/MODULE ASSEMBLY <u>AUTH. ALLOWANCE</u>	TOTAL RFI ENGINE/MODULE <u>AUTH. ALLOWANCE</u>	ESTIMATED IMA MONTHLY CAPACITY (SEE NOTE 1)
NAF ATSUGI, JA			
F404GE400	12	6	Note 2
F404GE400A	6	3	Note 2
F404GE400C	6	3	Note 2
F404GE400F	6	3	Note 2
F404GE400H	6	3	Note 2
F404GE400L	6	3	Note 2
F404GE400S	6	3	Note 2
F404GE402	8	4	Note 2
F404GE402A	4	2	Note 2
F404GE402C	4	2	Note 2
F404GE402F	4	2	Note 2
F404GE402H	4	2	Note 2
F404GE402L	4	2	Note 2
F404GE402S	4	2	Note 2
T58-GE-402	12	NA	5
NAS LEMOORE, CA			
F404GE400	50	20	20
F404GE400A	30	15	15
F404GE400C	30	15	9
F404GE400F	30	15	10
F404GE400H	30	15	12
F404GE400L	30	15	15
F404GE400S	30	15	12
F404GE402	20	15	7
F404GE402A	20	10	6
F404GE402C	20	10	3
F404GE402F	20	10	3
F404GE402H	20	10	3
F404GE402L	20	10	3
F404GE402S	20	10	TBD
F414GE400A	TBD	TBD	TBD
F414GE400C	TBD	TBD	TBD
F414GE400F	TBD	TBD	TBD
F414GE400H	TBD	TBD	TBD
F414GE400L	TBD	TBD	TBD
F414GE400S	TBD	TBD	TBD

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STATION/IMA ENGINE/MODULE <u>TYPE/MODEL/SERIES</u>	TOTAL (RFI + NRFI) ENGINE/MODULE ASSEMBLY <u>AUTH. ALLOWANCE</u>	TOTAL RFI ENGINE/MODULE <u>AUTH. ALLOWANCE</u>	ESTIMATED IMA MONTHLY CAPACITY (SEE NOTE 1)
NAS PT MUGU, CA			
T56A425	12	2	1
T56A425G	5	2	1
T56A425P	5	2	1
T56A425T	5	2	1
T56A427	10	4	3
T56A427G	10	4	1
T56A427P	9	4	0
T56A427T	10	4	1
TF30P-414A	10	NA	1
NAS MISAWA, JA			
T56A14	12	5	2
T56A14G	3	3	3
T56A14P	4	2	2
T56A14T	3	3	3
NAS NORTH ISLAND, CA			
TF34GE400B	40	15	5
T58-GE-402	25	10	6
T700-GE-401	5	3	NA
T700-GE-401C	4	3	NA
T700-GE-401L	4	3	NA
T700-GE-401CE	10	15	12
T700-GE-401CX	30	14	14
T700-GE-401CL	30	14	14
NAS WHIDBEY ISLAND, WA			
J52P408A	45	13	5
T56A14	15	4	1
T56A14G	6	3	1
T56A14P	15	2	1
T56A14T	5	2	1
T58-GE-402	4	NA	1
MAIS 11			
F404GE400	35	15	11
F404GE400A	20	10	9
F404GE400C	20	10	6
F404GE400F	20	10	8
F404GE400H	20	10	8
F404GE400L	20	10	8
F404GE400S	20	10	7
F404GE402	20	10	3
F404GE402A	16	8	1
F404GE402C	16	8	1

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STATION/IMA ENGINE/MODULE <u>TYPE/MODEL/SERIES</u>	TOTAL (RFI + NRFI) ENGINE/MODULE ASSEMBLY <u>AUTH. ALLOWANCE</u>	TOTAL RFI ENGINE/MODULE <u>AUTH. ALLOWANCE</u>	ESTIMATED IMA MONTHLY CAPACITY (SEE NOTE 1)
MALS 11 CONT.)			
F404GE402F	16	8	1
F404GE402H	16	8	1
F404GE402L	16	8	1
F404GE402S	16	8	1
T56A16	12	6	1
T56A16G	12	6	2
T56A16P	10	6	1
T56A16	12	4	3 (Bi-monthly)
MALS 12			
F404GE400	35	15	7
F404GE400A	20	10	6
F404GE400C	20	10	5
F404GE400F	20	10	5
F404GE400H	20	10	6
F404GE400L	20	10	6
F404GE400S	20	10	5
F404GE402	20	10	2
F404GE402A	16	8	1
F404GE402C	16	8	1
F404GE402F	16	8	1
F404GE402H	16	8	1
F404GE402L	16	8	1
F404GE402S	16	8	1
F402RR408A	5	2	1 (Per Quarter)
J52-P-408A	8	3	1 (Bi-monthly)
MALS 13			
F402RR406A/B	8	NA	1 (Bi-monthly)
F402RR408A	23	NA	3
MALS 16			
T64-GE-413	3	3	NA
T64-GE-416/416A	20	10	3
T58-GE-16	25	15	6
MALS 36			
T700-GE-401-ENG	8	4	1
T700-GE-401C	12	5	1
T700-GE-401L	12	5	1
T700-GE-401C-ENG	9	2	3
T700-GE-401CX	15	8	3
T700-GE-401CL	15	8	3



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<u>STATION/IMA ENGINE/MODULE TYPE/MODEL/SERIES</u>	<u>TOTAL (RFI + NRFI) ENGINE/MODULE ASSEMBLY AUTH. ALLOWANCE</u>	<u>TOTAL RFI ENGINE/MODULE AUTH. ALLOWANCE</u>	<u>ESTIMATED IMA MONTHLY CAPACITY (SEE NOTE 1)</u>
T400-CP-400-ENG	4	3	1
T400-CP-400G	6	2	NA
T400-CP-400P	10	8	2
T64-GE-413	2	2	NA
T64-GE-416/416A	10	4	1
T58-GE-16	15	6	3
T56A16	10	5	2
T56A16G	10	5	1
T56A16P	10	5	1
T56A16T	10	5	1
MALS 39			
T700-GE-401-ENG	10	7	1
T700-GE-401C	18	9	2
T700-GE-401L	18	9	2
T400-CP-400-ENG	8	6	1
T400-CP-400G	7	5	NA
T400-CP-400P	18	10	2
T58-GE-16	10	6	1
MALSE Kaneohe Bay, Hi			
T64-GE-413	15	NA	1
T56A14	10	5	1
T56A14G	10	5	1
T56A14P	8	4	0
T56A14T	8	4	2

NOTE (1): ESTIMATED IMA MONTHLY CAPACITY quantities are identified to allow COMNAVAIRPAC staff management to present the expected PACFLT depot workload requirement for the current fiscal year and outyears to COMNAVAIRSYSCOM depot managers. The formula, "Expected Fleet Demand minus Expected Fleet Production equals Expected Depot Demand" applies for this purpose.

The ESTIMATED IMA MONTHLY CAPACITY numbers for individual activities are not intended for specific, qualitative assessments of IMA efficiency but may be used to compare current monthly production to past monthly averages. The quantities are initially derived from the average monthly IMA production totals for the period of 1 Jan 97 thru 1 Jan 00 (36 months) at the respective IMA's. Those averages are then adjusted by COMNAVAIRPAC staff engine managers to account for known shortfalls or excesses in repair resourcing over that period. The goal is to provide a reasonable projection of expected IMA production relative to expected demand. Monthly averages that are less than "1" per month are rounded up to "1".

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COMNAVAIRPAC READY FOR ISSUE SPARE  
ENGINE/MODULE POOL SITES AND ALLOWANCES  
(SEE NOTE 1)

ENGINE/MODULE  
TYPE/MODEL/SERIES

ALLOWANCE

## MALS 11

F404GE400	15
F404GE400A	10
F404GE400C	10
F404GE400F	10
F404GE400H	10
F404GE400L	10
F404GE400S	10
F404GE402	10
F404GE402A	8
F404GE402C	8
F404GE402F	8
F404GE402H	8
F404GE402L	8
F404GE402S	8

## MALS 12

F404GE400	15
F404GE400A	10
F404GE400C	10
F404GE400F	10
F404GE400H	10
F404GE400L	10
F404GE400S	10
F404GE402	10
F404GE402A	8
F404GE402C	8
F404GE402F	8
F404GE402H	8
F404GE402L	8
F404GE402S	8
F402RR408A	2
J52P408A	3

## MALS-13

F402RR406A/B	4
F402RR408A	14

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TYPE/MODEL/SERIESALLOWANCE

NAF ATSUGI, JA

F404GE400	6
F404GE400A	3
F404GE400C	3
F404GE400F	3
F404GE400H	3
F404GE400L	3
F404GE400S	3
F404GE402	4
F404GE402A	2
F404GE402C	2
F404GE402F	2
F404GE402H	2
F404GE402L	2
F404GE402S	2
J52P408A	2
T56A425	1
T56A425G	0
T56A425P	0
T56A425T	0
T56A427	1
T56A427G	1
T56A427P	1
T56A427T	1
T58GE402	12
T700GE401	2
T700GE401C	8
TF30P414A	6
TF34GE400B	1

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ENGINE/MODULE <u>TYPE/MODEL/SERIES</u>	<u>ALLOWANCE</u>
FISC SAN DIEGO	
F404GE400	6
F404GE400A	3
F404GE400C	3
F404GE400F	3
F404GE400H	3
F404GE400L	3
F404GE400S	3
F404GE402	4
F404GE402A	2
F404GE402C	2
F404GE402F	2
F404GE402H	2
F404GE402L	2
F404GE402S	2
F414GE400	TBD
F414GE400A	TBD
F414GE400C	TBD
F414GE400F	TBD
F414GE400H	TBD
F414GE400L	TBD
F414GE400S	TBD
F110GE400	3
J52P408A	7
T700-GE-401-ENG	2
T700-GE-401C-ENG	2
T400-CP-400P	2
T400-CP-400G	2
T64-GE-416/416A	2
T58-GE-16	2
T58-GE-402	2
TF30P414A	3
TF34GE400B	2

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## ENGINE/MODULE

TYPE/MODEL/SERIESALLOWANCE

## NAS LEMOORE, CA

F404GE400	20
F404GE400A	15
F404GE400C	15
F404GE400F	15
F404GE400H	15
F404GE400L	15
F404GE400S	15
F404GE402	10
F404GE402A	10
F404GE402C	10
F404GE402F	10
F404GE402H	10
F404GE402L	10
F404GE402S	10
F414GE400	TBD
F414GE400A	TBD
F414GE400C	TBD
F414GE400F	TBD
F414GE400H	TBD
F414GE400L	TBD
F414GE400S	TBD

## NAS FALLON, NV

F110GE400	1
J52P408A	1
T700-GE-401C ENG	1
TF30P414A	2

## NAS NORTH ISLAND, CA

TF34GE400B	15
T58GE402	10
T700GE401C	15

## NAS PT MUGU, CA

TF30P414A	4
F110GE400	1

## NAS PT MUGU, CA

T56A425	2
T56A425G	2
T56A425P	2
T56A425T	2
T56A427	4
T56A427G	4
T56A427P	4
T56A427T	3
TF30P414A	4

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ENGINE/MODULE TYPE/MODEL/SERIES	ALLOWANCE
NSF DIEGO GARCIA, B.I.O.T.	
F404GE400	2
F404GE400A	1
F404GE400C	1
F404GE400F	1
F404GE400H	1
F404GE400L	1
F404GE400S	1
F404GE402	1
F404GE402A	1
F404GE402C	1
F404GE402F	1
F404GE402H	1
F404GE402L	1
F404GE402S	1
F110GE400	1
J52P408A	2
T56A14E	2
T56A14G	1
T56A14T	1
T56A14OTWT	1
T56A425	1
T56A427	1
T58GE16	4
T58GE402	2
T64GE416/416A	2
T700GE401	2
T700GE401C	2
TF30P414A	2
TF34GE400B	2
INCIRLIK AIR BASE, TURKEY	
INCIRLIK POOL	
J52P-408A	1
PRINCE SULTAN AIR BASE, SAUDI ARABIA	
J52P-408A	1
HC-5 GUAM	
T58-GE-402	6
MCAS IWAKUNI, JA	
T58-GE-402	2

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## ENGINE/MODULE

TYPE/MODEL/SERIESALLOWANCE

USAFB KADENA

(OKINAWA), JA/

FISC YOKOSUKA DET

OKINAWA, JA

F402RR408A

1

T56-A-14

2

T56-A-14G

1

T56-A-14P

1

T56-A-14T

1

NOTE 1: This listing duplicates some RFI pool assets listed in the previous enclosure. This is necessary to provide a complete listing of pool assets for a specific site. The actual number of engines and modules maintained in pools may differ from the above allowances due to changes in deployment locations and numbers of aircraft supported.

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READY FOR ISSUE (RFI) ENGINE/MODULE SPARES FOR 'DEPLOYING' SHIPS WITH  
COMNAVAIRPAC AIRCRAFT ASSIGNED

ENGINE/MODULE TYPE/MODEL/SERIES	ALLOWANCE
Deploying CVs	
F110GE-400	4
F404GE-400 Assy	2-4
F404GE-400A	1-3
F404GE-400C	1-3
F404GE-400F	1-3
F404GE-400H	1-3
F404GE-400L	1-3
F404GE-400S	1-3
F404GE-402 Assy	2-4
F404GE-402A	1-3
F404GE-402C	1-3
F404GE-402F	1-3
F404GE-402H	1-3
F404GE-402L	1-3
F404GE-402S	1-3
F414GE400	1-4
F414GE400A	1-3
F414GE400C	1-3
F414GE400F	1-3
F414GE400H	1-3
F414GE400L	1-3
F414GE400S	1-3
TF30P-414A	4
J52P-408A	2
TF34GE-400B	2
T56A-425 Assy	1
T56A-427 Assy	1
T700GE-401C Assy	3

ENGINE/MODULE TYPE/MODEL/SERIES	ALLOWANCE
Deploying L Class	
F402RR-408A	1
T400CP-400	1
T400CP-400G	1
T64GE-416/416A	3
T58GE-16	4
T58GE-402	2
T400CP-400P	2
T700GE-401 Assy	2



**JUN 12 2000**ENGINE/MODULETYPE/MODEL/SERIESALLOWANCE

## Deploying Minesweeping

## "L" Class

T58GE-402 2

T64GE-416/416A/419 3

## Deploying LAMPS MK-III

T700GE-401C Assy 1

## Deploying Support Ships

## With Helicopter

## Detachments Assigned

T58GE-402 1

## Notes:

1. The above standardized ship deployment allowances are based on the number of aircraft firewalls supported, engine removal rates, and time required for replenishment. Actual number of engines and modules maintained on ships may differ from above allowances due to non-standard number of aircraft supported and/or changes to the specific engine series required.

2. TYPEWINGS/CVW/L-Class Air Capable Ships: Shipboard engine spares are intended for unscheduled removals. Ensure all squadrons plan engine maintenance accordingly and all aircraft deploy with engines capable of operating minimum flight hours as listed below prior to scheduled removal. Ensure all aircraft operating aboard during workups and CARQUALS have sufficient flight hours available to prevent scheduled removals aboard.

MINIMUM REMAINING FLIGHT HOURS REQUIRED  
FOR ENGINES ON USN/USMC DEPLOYING AIRCRAFT  
(APPLIES TO SHIPBOARD AND UDP DEPLOYMENTS)

<u>Aircraft</u>	<u>Engine T/M/S</u>	<u>MINIMUM FLT HRS REQD</u>
EA-6B	J52-P-408A	250
F-14A	TF30-P-414A	250
F-14D	F110-GE-400	250
F/A-18 (Lot 14 & below)	F404-GE-400	250
F/A-18 (Lot 15 & above)	F404-GE-402	250
F/A-18E/F	F414-GE-400	250
AH-1W	T700-GE-401	250
UH-1N	T400-CP-400	250
CH-46D	T58-GE-401	250
CH-46E	T58-GE-16	250
CH-53E	T64-GE-416	250
HH-60/SH-60	T700-GE-401C	250
S-3B	TF34-GE-400B	350

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COMNAVAIRPAC PRIORITY LIST  
FOR ISSUING AIRCRAFT ENGINES  
TO FLEET ACTIVITIES

The combination of funding constraints, Base Realignment and Closure initiatives, engine life reductions, staffing deficiencies, and material constraints have contributed to a shortage of operable, Ready for Issue aircraft engines in the Fleet in some aircraft communities. Accordingly, the management of engine assets has become increasingly challenging as aircraft communities must operate in an environment where all engine requirements can not be satisfied. COMNAVAIRPAC's Aircraft Engine Class Desk, Code N421G, must ensure deploying activities and special interest programs have adequate engine assets to perform their mission.

Engines repaired at Intermediate and Depot activities shall be issued to restore sparing allowances and to fill aircraft engine requirements in accordance with the following prioritization:

Priority 1: Not Mission Capable (NMC) aircraft engine requirements of forward deployed/special interest aircraft.

Priority 2: Replenishment of RFI spare engine allowances for deployed air capable ships.

Priority 3: Replenishment of RFI spare engine allowances for shore sites supporting deployed activities.

Priority 4: NMC aircraft engine requirements of locally deployed aircraft.

Priority 5: Outfitting of air capable ships within 90 days of commencement of forward deployment.

Priority 6: Replenishments of RFI spare engine allowances of locally deployed air capable ships.

Priority 7: NMC aircraft engine requirements of transient aircraft.

Priority 8: NMC aircraft engine requirements of aircraft scheduled to deploy on board air capable ships during work-ups.

Priority 9: Outfitting air capable ships within 30 days of local deployment

Priority 10: NMC aircraft engine requirements of aircraft deployed to a training site.

Priority 11: Preposition of RFI engine spares to support aircraft deployed to training site.

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Priority 12: Engines required to prevent aircraft completion delays at depot facilities.

Priority 13: NMC aircraft engine requirements of local/station aircraft.

The above prioritization list attempts to prioritize in such a manner as to minimize operational impacts from engine shortages. There will be situations where extenuating circumstances dictate deviation from the above policy. On such occasions, requests for special consideration shall be forwarded to COMNAVAIRPAC (N421G) by the Wing or higher authority as appropriate.